



PREPARED J. BRADLEY	DART AERO ACCESSORIES INC VICTORIA INTERNATIONAL AIRPORT, CANADA
APPROVED <i>[Signature]</i>	DEO 902 1 REV.: A SHEET 1 OF 22
DATE 94.11.17	Kwik-Float Ammendments

ENGINEERING ORDER

AMENDS STA SH92-65
AMENDS STC SH1057NE

FOR OPTIONAL FORWARD BELLY LOCATION OF GAS CYLINDERS

AMEND DRAWING D206-590:

INCORPORATE Helitech Pty, Ltd. Drawing BHA/DRA/469 (Sheets 2-10 of DEO 9021)

AMEND INSTALLATION INSTRUCTIONS IIN D206-590

AMEND MAINTENANCE MANUAL SUPPLEMENT MMS D206-590:

INCORPORATE Helitech Pty, Ltd. MANUAL AMENDMENTS (Sheets 11-15 of DEO 9021)

AMEND FLIGHT MANUAL SUPPLEMENT FMS D206-590:

REPLACE FMS D206-590 Page 7 WITH REVISED Page7 (Sheet 16 of DEO 9021)

FOR COMPATABILITY WITH BELL SERVICE BULLETIN 206-94-78

INCORPORATE Helitech Pty, Ltd. SERVICE BULLETIN 358-94-02 (Sheets 17-22 of DEO 9021)

TRANSPORT CANADA AIRWORTHINESS DIVISION PACIFIC REGION
APPROVED <i>[Signature]</i>
BY: <i>[Signature]</i>
E. G. EDWARDS P. ENG.
DAR #: 191M DATE: 21 NOV 94
APPROVAL NO.: SH92-65

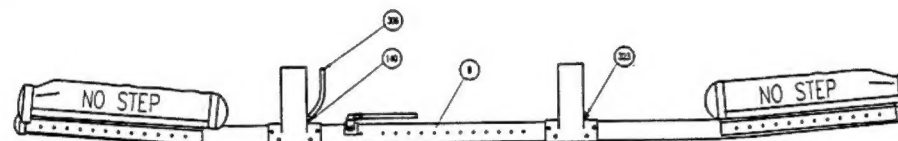
GENERAL NOTES:
For drawings 94/TM/48-01, -04, & -08,
bars marked with an asterisk are not
included in these drawings.

DEO 9021 20f22

DEQ 9021 3 of 22

[illegible]

AFT

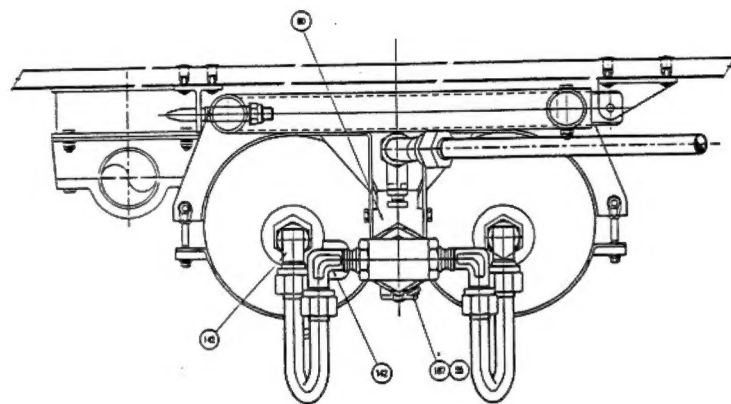
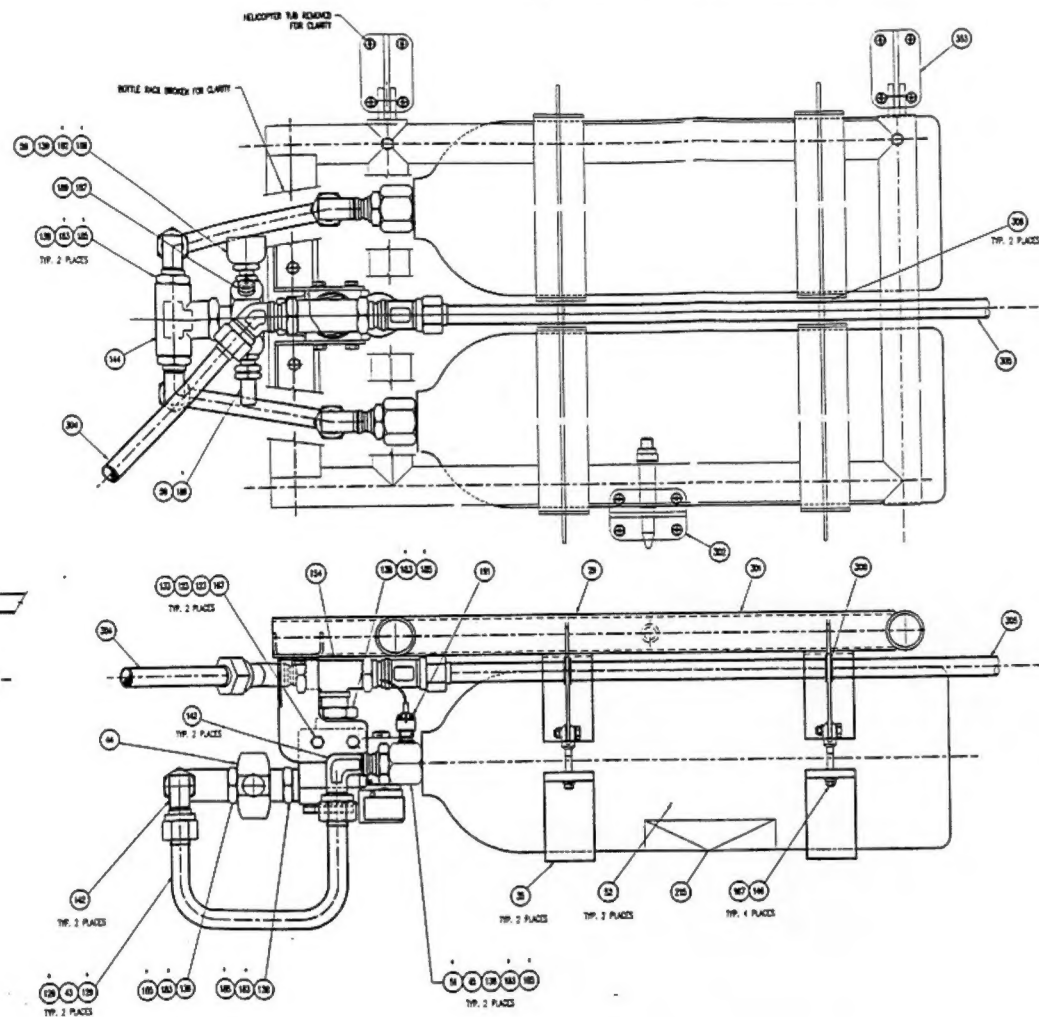


SPONSON ASSEMBLY

Reference drawings	MANUFACTURING OPERATIONS	MATERIAL	DIMENSIONS IN U.K.	AERONAUTICAL DESIGNS AUSTRALIA PTY. LTD.	DRAWN	Very Carefully	Check	HELITECH PTY LTD
	ALL DIMENSIONS TO BE SET AFTER PLATING REMOVE ALL BURRS BREAK ALL SHARP EDGES GRANT-GUST WHEEL MACHINING TOLERANCE (Except where otherwise stated) DIN 1875	TREATMENT	<p>APPROVED FOR THE DESIGNER BY THE DESIGNER DATE 11-3-58</p> <p>THIS DRAWING IS THE PROPERTY OF THE DESIGNER AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER</p>	<p>UNIT 3 / 100 SHEPHERD RD SHEPHERD Interpreted as Successful.</p> <p>PHONE (07) 579 1289 FAX (07) 579 1732</p> <p>AS 1300</p> <p>THIS DRAWING AND THE DESIGN CONTAINED HEREIN RENDER THE PROPERTY OF AERONAUTICAL DESIGNS AUSTRALIA AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS WITHOUT THE WRITTEN PERMISSION OF AERONAUTICAL DESIGNS AUSTRALIA PTY. LTD.</p> <p>THIRD ANGLE PROJECTION</p>	DATE	28-02-64	The	HELITECH 200 A & B HELICOPTERS BOTTLE RACK MODIFICATION SPACER ASSEMBLY
	COVERING AND FILLETS MADE PART TO BE RECHECK MARKED			<p>DESIGNED BY AERONAUTICAL DESIGNS AUSTRALIA PTY. LTD. ALL RIGHTS RESERVED 1960</p>	SCALE	1:100	Weight	<p>HELITECH 200 A & B HELICOPTERS BOTTLE RACK MODIFICATION SPACER ASSEMBLY</p>
	HARDEN TO TOLERANCE (UNLESS NOTED)				CHECKED	1:100	Jens	<p>Drawing Number BHA/DRA/469-03</p>
					PLOTTER IN	11-02-64		<p>3</p>

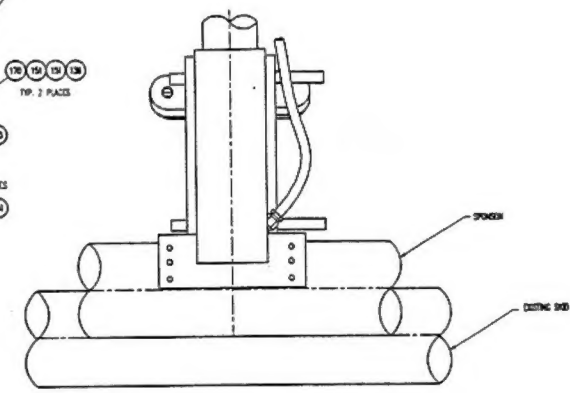
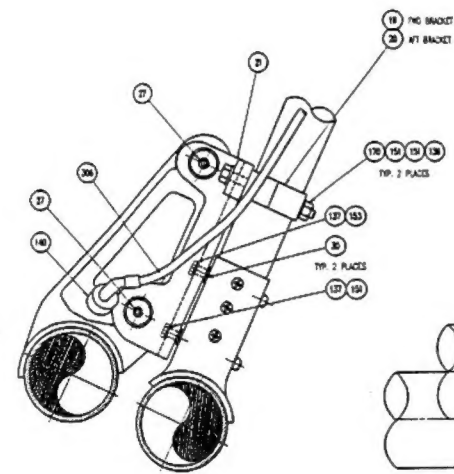
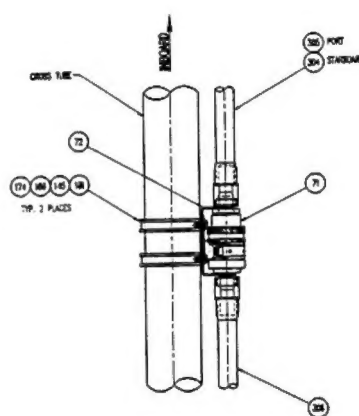
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1	Original Issue	ORIGINAL ISSUE	DRAWING CHANGES	
2	REV./DATE/ISS-02-02	UPDATE ITEM NO'S	REV	DATE
3	REV./DATE/ISS-04-03	UPDATE OF INFORMATION	REVISION DESCRIPTION / REASON	

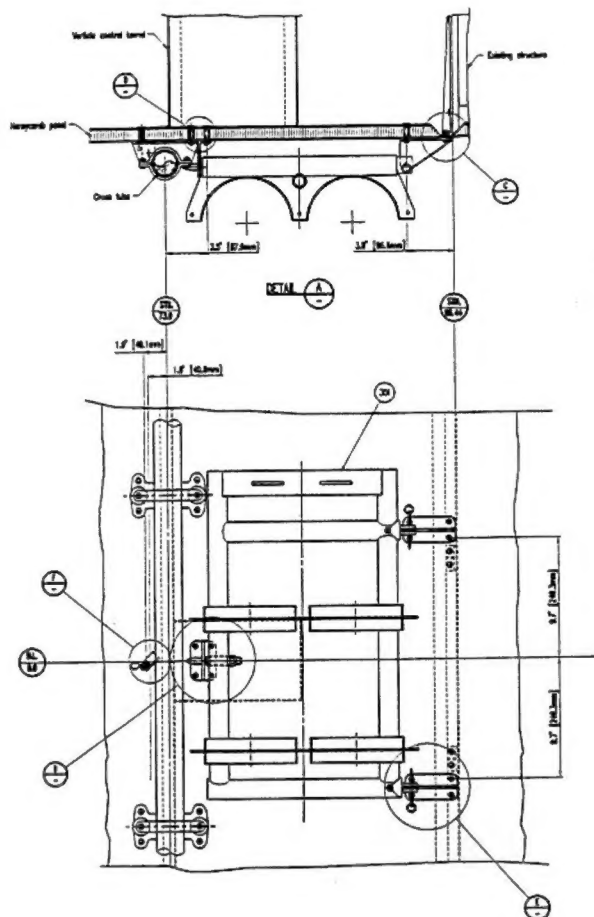
SECTION 1
100

Reference drawings	MANUFACTURING OPERATIONS	MATERIAL	DIMENSIONS IN U.S.O.	AERONAUTICAL DESIGNS AUSTRALIA PTY. LTD.	DRUM	Helitech Pty. Ltd.
	ALL DIMENSIONS TO BE MET AFTER PLATING RESUME ALL BEARS BREAK ALL SHARP EDGES QUART-ROUND TO 1/16" MINIMUM			UNIT 3 / 154 SHEPHERD RD. SHEPHERD Interpreted as Successful.	DATE 20-01-84	Client
	TOLERANCES [Exact unless otherwise stated] Due to Tolerances	TREATMENT		PHONE (07) 379 1889 FAX (07) 379 1732 AS 1008	SCALE 1:2.5	Title
	COMPOUND AND PLATE BARE PART NO. IN RESON MARKED			This Drawing and the designs contained herein remain the property of AERONAUTICAL DESIGNS AUSTRALIA PTY. LTD. ALL INFORMATION MUST BE KEPT SECRET We may not be copied or reproduced without written permission from the above.	CHECKED	BELL 206 A & B HELICOPTERS BOTTLE RACK MODIFICATION PIPE WORK DETAILS - SHEET 1.
	VERIFICATION ALL DIMENSIONS AND PROPORTIONS TO BE MET AFTER PLATING			George C. AERONAUTICAL DESIGNS AUSTRALIA PTY. LTD. 18/01/84 (revised 1983)	THIRD ANGLE PROJECTION	Sheet
					PLATE NO. 11-02-84	Drawn Number BHA/DRA/469-04
						Revised

DRAWING CHANGES			
REV.	ENG. CHANGE	DATE	REVISION DESCRIPTION / REASON

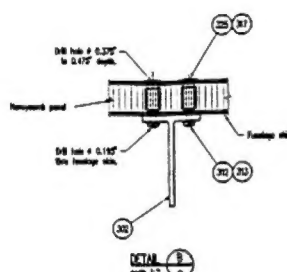


DRAWING CHANGES			
REV	DATE	DESCRIPTION	REASON

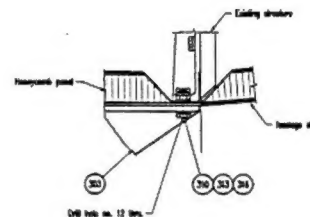


BOTTLE RACK INSTALLATION
VIEW LOOKING UP

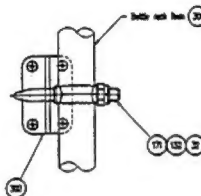
END



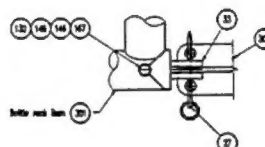
DETAIL A
scale 1:2



DETAIL B
scale 1:2



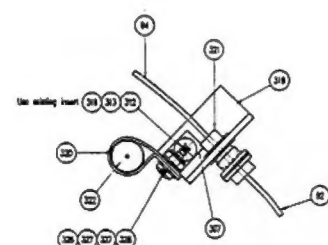
DETAIL C
scale 1:2.5



DETAIL D
scale 1:2.5



LOCATION DIAGRAM



DETAIL E
scale 1:1

Note: 332 and 333 are optional
unless noted for clarity

Reference drawings		MANUFACTURING OPERATIONS		MATERIAL		DIMENSIONS IN U.S.		AERONAUTICAL DESIGNS AUSTRALIA PTY. LTD.		DRAWN		HELITECH PTY. LTD.	
		ALL DIMENSIONS TO BE MET AFTER PLATING REMOVE ALL BURRS REMOVE ALL SHARP EDGES (R0.05) (R0.05											

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The diagram illustrates the electrical connections for the 35B-883-001 Cable Assembly. It is divided into several functional areas:

- CAUTION PANEL:** Contains terminals for FLDAT TEST (5), FLDAT ARM (1), and TEST (1, 2, 3, 4, 5, 6). It also includes a GND connection.
- INSTRUMENT CONSOLE:** Features a CAUTION PANEL and a FLDAT TEST SW (1, 2, 3, 4, 5, 6).
- OVERHEAD CONSOLE:** Includes a 28 VDC BUS, FLDAT POWER (SA), OFF (1, 2), ARM (1, 2, 3), and FLDAT ARM SWITCH.
- COLLECTIVE STICK:** Contains a FLDAT INFLATE SWITCH and a GND connection.
- INFLATION RELAY:** Shows a series of switches connected to W53434A through W53434G.
- WIRING DETAILS:** Shows the cable assembly (35B-883-001) with terminals W53434A through W53434G. It also shows a solenoid valve (SOL) and a valve (VALVE) connected to the system.

NOTES:

- ALL WIRING
- ALL WIRING SPACING TO EXAM

35B-883-001 CABLE ASSEMBLY

1. ALL WIRING TO WIL SPEC: MIL-W-8104A.

2. ALL WIRES ARE MARKED WITH IDENTIFICATION LETTERS AND NUMBERS. SPACING TO BE BETWEEN CHARACTERS AND CHARACTERS APART.

EXAMPLE -W314H+

W - CIRCUIT IDENTIFICATION
V - WIRE NUMBER
C - WIRE SEGMENT NUMBERS
28 - WIRE SIZE
N - GROUND

CIRCUIT IDENTIFICATION LETTERS

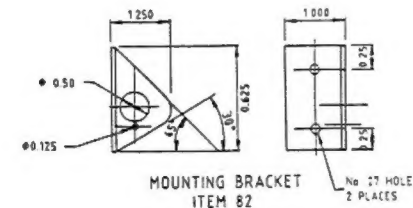
L - LIGHTING
P - POWER
F - FUELING & EMERGENCY CIRCUIT

3. CUT WIRE FURNISHED IN CABLE AND TERMINATE IN STYRED SPLICE OR DISCARD CUT WIRES WHERE ADDED LENGTH NOT REQUIRED.

4. WHEN INSTALLING CTS IN AIRCRAFT S/Ws: 814 TEND 1467, LIGHT P/W: SF403A-12 (28, 17 AND LIGHT P/W: SF403B-12 (18, 17 MUST BE

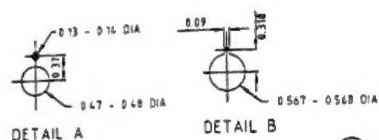
71 WIRE STOWED IN AIRCRAFT S/No. 914 AND SUBSEQUENT AIRCRAFT. CUT WIRE SUPPLIED AND TERMINATE IN STOWED SPLICES (OR DISCARD KIT WIRES WHERE ADDED LENGTH IS NOT REQUIRED).

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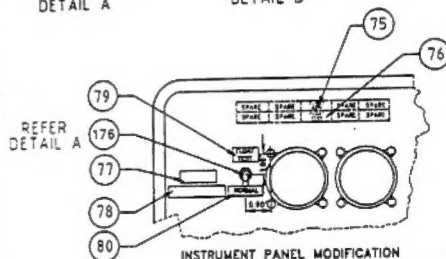
OVERHEAD CONSOLE PANEL (LOOKING UP)

MOUNTING BRACKET
ITEM 82

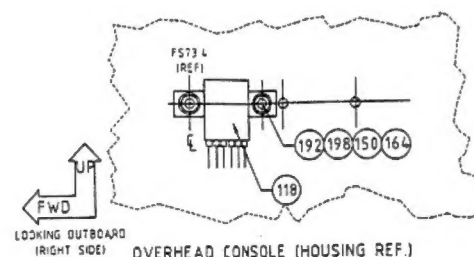


DETAIL A

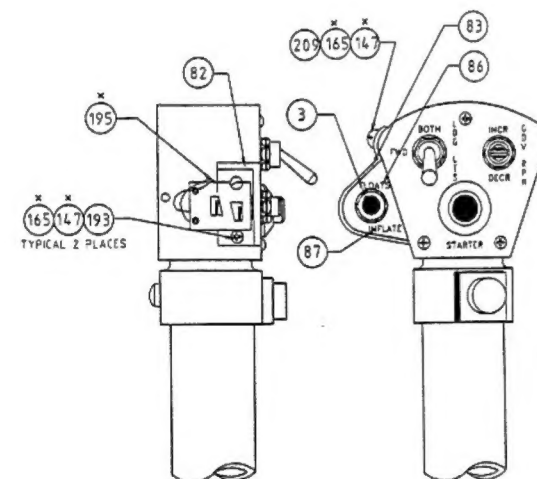
DETAIL B



INSTRUMENT PANEL MODIFICATION
APPLICABLE TO SERIAL Nos. 1658 & SUBSEQUENT AIRCRAFT



OVERHEAD CONSOLE (HOUSING REF.)



SIDE VIEW

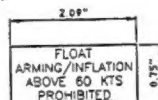
SWITCH COVER REMOVED
FOR CLARITY



ITEM 79



ITEM 89



ITEM 77

ITEMS 77 & 78 TO BE MANUFACTURED
WITH WHITE UPPERCASE LETTERING
ON RED BACKGROUND WITH WHITE
BORDER

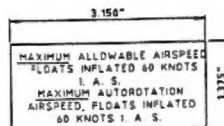


ITEM 80

ITEMS 79, 80, 86, 87, & 89
TO BE MANUFACTURED WITH
WHITE UPPERCASE LETTERING
ON A CLEAR BACKGROUND.



ITEM 86

ITEM 87 

ITEM 78



ILLUMINATED EFFECT TO BE ORANGE LETTERING
PRINT CLEAR LETTERS ON BLACK BACKGROUND

ITEM 75



ILLUMINATED EFFECT TO BE GREEN LETTERING
PRINT BLUE LETTERS ON BLACK BACKGROUND

ITEM 76

REFER TO DRAWING BHA/DRA/469-01 FOR MATERIAL LIST

[illegible]

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6. WEIGHT AND BALANCE

Weight and balance is to be carried out by an approved Weight and Balance Officer.

Note: With the float sponsons and reservoir rack installed, balance aircraft toward forward limit of the empty weight Centre of Gravity chart, so that when float sponsons and reservoir rack are removed, the centre of gravity limits are not exceeded.

7. REMOVAL & INSTALLATION PROCEDURE FOR FLOAT SPONSONS & RESERVOIR RACK ASSEMBLY

- (a) Unclip camlocks and release the two quick disconnect fittings at aft side of forward crosstube. Disconnect fittings (see instruction engraved in couplings) and install plastic blanking caps to each half of the couplings. Reclip camlock.
- (b) Remove four pip pins from each sponson and lift sponson clear of skid gear brackets. Reinstall pip pins in sponson and store sponson in safe place.
- (c) Disconnect cannon plug at J180 (forward tub/fuel cell junction) and install blanking cap on open socket. Support reservoir rack assembly, remove two pip pins. Lower and slide rack assembly aft to disengage forward spigot from helicopter structure. Reservoir rack should be stored in safe place until required for reinstallation.
- (d) Reverse procedure is to be used to reinstall reservoir rack and sponsons.

Caution: When sponsons are not installed, step supports 206-031-370(4) and flight step may be installed, but these must be removed whenever Kwik Float sponsons are installed.

8. MAINTENANCE

Maintenance of the Kwik-Float system is divided into the following categories:

- 8-1 Daily - with Provisions only installed
- 8-2 Daily - with complete Kwik-Float Kit installed
- 8-3 180 Days
- 8-4 12 Months- with Provisions and/or complete Kwik-Float Kit installed
- 8-5 3 Yearly - Reservoir Assemblies only

8.1 DAILY INSPECTION:

With Kwik Float Provisions only installed, perform the following daily inspection:

1. Ensure all four crosstube brackets are secure and lockwired.
2. If Kwik-Float is not installed, ensure Kwik-Float electrical connector blanking plug is in place.

8.2 DAILY INSPECTION:

With complete Kwik-Float Kit installed, perform the following daily inspection:

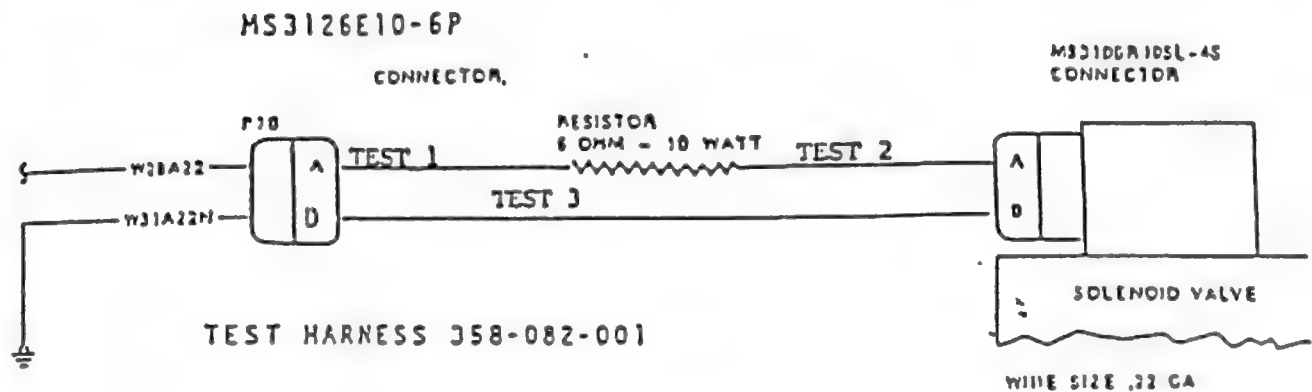
1. Ensure Reservoir Rack is securely installed with electrical connector in place and reservoir pressure at correct value for temperature of day.
2. Ensure LHS and RHS float sponsons are securely pinned in place with all eight Pip Pins correctly positioned and locked.
3. Check helicopter landing gear crosstubes for condition, with particular attention to area where crosstubes attach to fuselage.
4. Check all six float covers for security and condition.
5. Check condition of float sponson tubes for deformation and security.
6. Ensure quick-disconnect couplings at LHS and RHS aft crosstubes locations are correctly coupled (see engraved instructions on coupling body) and secured in place with cam lock fastener clamps.
7. Check aft crosstube flex hoses for condition. They must be free of all kinks and distortions.

8.3 180 DAY INSPECTION:

Note: This inspection must be carried out on complete kit, whether installed on helicopter or in storage.

1. Check condition of reservoir rack and attach fittings for condition and security. Make sure reservoir pressure is at correct value and attach assy to helicopter for test. Inspect reservoirs for any damage to fibre wrapping - any damage is cause for replacement.
2. Disconnect hose fittings at AS1039J-08-08-12 "T" fitting and install AN929-8D Cap Assy at each side of "T" fitting.

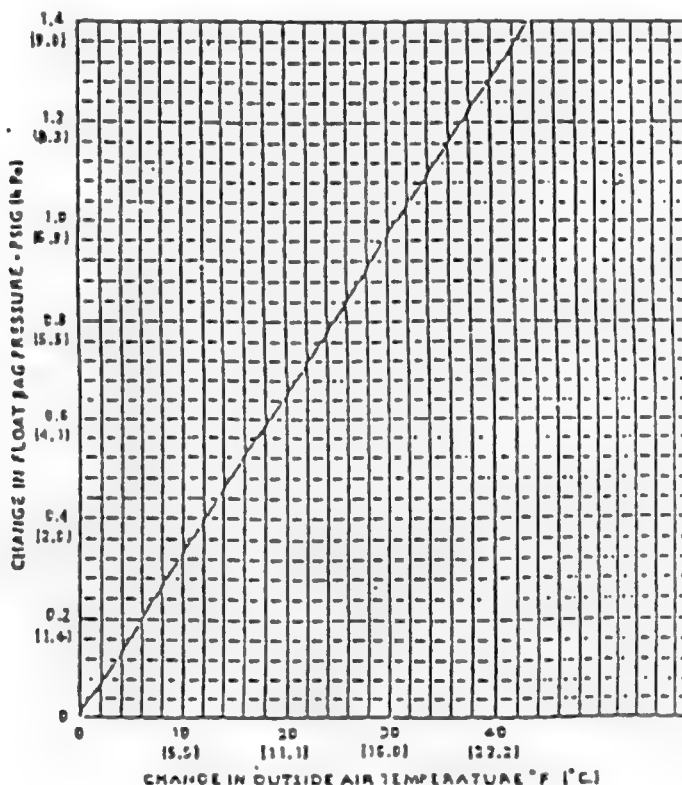
3. Fabricate test harness P/N 358-082-001 as per figure below. Note: resistor tolerance is not to exceed 5%. If test harness is not available, a regulated power supply can be employed. Adjust unit to 18 VDC output.



4. Connect test harness between solenoid valve and P190 at forward tub/fuel cell junction. Check aircraft battery for a minimum output of 22 VDC and a maximum of 24 VDC. Place battery switch and float power switch in the "on" position. Activate the float inflate switch on the pilots collective stick. Solenoid activation will be indicated by an audible rush of air from the atmospheric port of the valve. Turn float power and battery switch "off". Back off one AN929-8D cap assembly and allow the valve exhaust chamber pressure to bleed off. If exhaust chamber is not pressurized, retorque cap and repeat test.
5. If valve fails to operate, discharge system pressure and replace solenoid valve.
6. If solenoid valve operation is satisfactory, remove both AN929-8D cap assemblies and reconnect hose assemblies. Remove test harness and install original cable assy to reservoir assy.
7. Check condition of float sponson tubes and their attaching brackets. Also check all 8 pip pins for correct operation and positive locking.
8. The following test may be done on the helicopter, or with the sponson removed from the helicopter:

Unclip all six float covers and inspect for condition. Disconnect hose at aft sponson attachment casting and supply regulated dry shop air to this port with pressure gauge on-line. Inflate system until gauge reads 2 PSI. Reconnect the flex hose.

9. With all floats inflated, check sponson tube, swivel fittings and hoses for leakage and security.
10. Check all floats for any visible damage or porosity, paying particular attention to seams, fitting doublers and attachment skirts.
11. Floats must remain inflated to 1.6 P.S.I. For a minimum of six hours. When oat varies over this test period, refer to graph below.



NOTE: METRIC UNITS IN PARENTHESES.

12. Check all hoses and swivel fittings for leakage and security.
13. If floats pass pressure test, deflate using deflation tool or suitable vacuum cleaner. Verify all manual valves are closed prior to packing floats. Fold each end towards centre of float and roll floats into tightest possible bundles, finishing on top centre of sponson tube. Clip float cover in place. Repeat same procedure for each float.

Note: Evacuation is important, evacuation may be considered complete when it is difficult to separate the fabric surfaces.

14. If float requires repair to any area within 2" of any seam, doubler or attachment skirt, the float must be returned to manufacturer. All other repairs may be carried out provided the hole, tear or porous area does not exceed 2" in length or fall within 6" of another repair. Only the approved Kwik-Float Repair Kit and adhesives are permitted to be used.

8.4 12 MONTH INSPECTION:

1. Carry out complete daily inspection.
2. Remove end plugs from sponson tubes and inspect internal surface of tubes for foreign debris, corrosion or distortion.
3. Reinstall end caps using new "o" ring packings (item 184). Seal between tube and end cap boss with PR1422. Allow to cure before carrying out further inspections.
4. Carry out complete 180 day inspection.

8.5 3 YEARLY INSPECTION:

1. The reservoir assemblies must be hydrostatically tested every 3 years from date of manufacture stamped on neck of bottle.
2. After completion of hydrostatic test, reassemble reservoir assy and carry out complete 12 month and 180 day inspection of the float system.

DART AERO ACCESSORIES INC

FMS D206-590
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SECTION 5 - GENERAL INFORMATION

WEIGHT AND BALANCE INFORMATION

DESCRIPTION	WEIGHT pounds	ARM inches	MOMENT inches
SPONSONS LH & RH	102 lb	99 in	10098
CYLINDER RACK ASSY (CARGO HOOK POSITION)	61 lb	107 in	6527
CYLINDER RACK ASSY (FWD BELLY LOCATION)	61 lb	84.5 in	5156
FWD CROSSTUBE MOUNTS	7.8 lb	72 in	562
AFT CROSSTUBE MOUNTS	7.8 lb	126 in	983

Issue: **A**
 Date: 94.11.17

KWIK FLOAT SERVICE BULLETIN

NO: 358-94-02
DATE: 17 NOV 1994
PAGE NO: 1 OF 7

HELITECH PTY LTD

**PO BOX 138
HAMILTON CENTRAL QLD 4007**

DESCRIPTION: All Bell 206A/B series helicopters fitted with Kwik Floats Kits with Serial Numbers 91801 to 91808 and have had incorporated Bell Helicopter Textron Alert Service Bulletin 206-94-78.

SUBJECT: **ALTERATIONS TO KWIK FLOAT KITS DUE TO COMPLIANCE WITH BELL HELICOPTER TEXTRON, ALERT SERVICE BULLETIN 206-94-78.**

**CROSS TUBE SUPPORTS, MODIFICATION;
P/N 358-013-001.**

BACKGROUND: Bell Helicopters Textron raised Alert Service Bulletin 206-94-78 to prevent possible failures in service of the landing gear cross tube assemblies due to fatigue. Fitment of the new cross tube assembly, as per the Alert Service Bulletin results in the current part number Cross Tube Supports being incompatible with this new skid tube assembly.

This requires the Cross Tube Support to be modified to account for the re-positioning of the Cross Tube to Saddle attachment bolts.

COMPLIANCE: Remove, modify and reinstall Cross Tube Support, P/N 358-013-001 (Qty 4 per kit) in conjunction with compliance with Bell Helicopter Textron Alert Service Bulletin 206-94-78. The new part number designation of the modified Cross Tube Support will be P/N 358-013-001A.

AVST, C.A.A.

CAA APPROVAL: The engineering design aspects of the bulletin are approved pursuant C.A.R. 35. Details of which are held at Helitech Pty Ltd.

MANPOWER: Man-hours are based on "hands on" time. Elapsed time to accomplish the required modification tasks may vary due to manpower and facilities available to the operator. Approximately 2 man-hours is required to accomplish this Bulletin.

KWIK FLOAT SERVICE BULLETIN

NO: 358-94-02
DATE: 17 NOV 1994
PAGE NO: 2 OF 7

MATERIAL: The following materials will be required to accomplish this bulletin and may be procured from Helitech Pty Ltd Supply Department or may be procured locally:

Part Number	Description	Quantity
AN960PD515	Washer	16
AN5-34A	Bolt	8
MS21042L5	Nut	8

SPECIAL TOOLS: None Required

WEIGHT & BALANCE: Not Effected

ELECTRICAL LOAD DATA: Not Effected

- REFERENCES:**
1. Bell 206 "Kwik-Floats" Emergency Floatation System - Installation and Maintenance Instructions. (Ref : STC SH1057NE)
 2. Bell Helicopter Textron Alert Service Bulletin 206-94-78

ACCOMPLISHMENT INSTRUCTIONS:

1. Remove sponsons I.A.W Installation and Maintenance Instructions.
2. Remove AN5-13A bolts attaching cross tube supports to saddles.
3. Remove AN5-36A bolts attaching cross tube supports to cross tube brackets and clamping cross tube brackets to the skid cross tubes.
4. Remove cross tube supports and brackets from skid cross tubes ensuring all washers and spacers associated with the installation are retained.

KWIK FLOAT SERVICE BULLETIN

NO: 358-94-02
DATE: 17 NOV 1994
PAGE NO: 3 OF 7

5. Modify Cross Tube Supports I.A.W. attached Drawing 358-94-02A by machining lower attachment bolt holes. The machining process will elongate the holes to 0.438 inches or 11.125 mm.

Add suffix "A" to support part number using an electric pencil and then restore the paint finish.

6. Carry out Bell Helicopter Textron Alert Service Bulletin 206-94-78.

7. Carry out the installation from step 2 in the Installation Procedures onward with the following changes:

◆ Replace all references to AN5H13A bolts with AN5-34A bolts. This bolt will pass entirely through the saddle and cross tube.

NOTE: To maintain clearance between Cross Tube Brackets, Part Numbers 358-011-001 and Part Number 358-012-001 and the new Cross Tubes, the thickness of Packings, Part Numbers 358-052-001, 358-053-001, 358-054-001 and 358-005-001, may need to be adjusted (Ref Bell 206 "Kwik-Floats" Emergency Floatation System - Installation and Maintenance Instructions).

DOCUMENTATION:

Make the appropriate log book entry indicating that the modification has been made in accordance with this service bulletin.

WARRANTY:

Not effected if the modification is carried out I.A.W this Service Bulletin.

KWIK FLOAT SERVICE BULLETIN

NO: 358-94-02
DATE: 17 NOV 1994
PAGE NO: 4 OF 7

AUTHORITY: This bulletin is prepared, checked and authorised by:

Prepared By	Checked By	Authorised By
G. TENBRINK Engineer	N. HETHERINGTON Senior Customer Service Representative	P. FLYNN Quality Manager

AERONAUTICAL DESIGNS AUSTRALIA PTY.LTD.

UNIT 2/672 SHERWOOD Rd. (P. O. BOX 164) SHERWOOD, BRISBANE QUEENSLAND AUSTRALIA 4075

PHONE (07) 379 1899 FAX (07) 379 1732
INTERNATIONAL PHONE 61 7 379 1899
INTERNATIONAL FAX 61 7 379 1732



DEC 9021
21 of 22

5 of 8

APPROVED pursuant to a direction given
by regulation of The Civil Aviation
Regulations.

for and on behalf of
AERONAUTICAL DESIGNS AUSTRALIA PTY LTD
C.A.A. APPROVAL NO 3061
A.C.N. 014 946 200

Date Design Signatory

ENGINEERING ORDER E.O. - 1178

AIRCRAFT TYPE

BELL 206 A/B

REGISTRATION

TITLE

SKID ATTACH CASTINGS
MODIFICATION

NOTES

This E.O. authorises the manufacture of parts detailed on the listed drawing for use on Bell 206A/helicopters only. These parts are produced so that the float kit may be used in conjunction with Bell 206A/B modified skids, detailed in bell service bulletin 206-94-78.

This change is also detailed in Helitech Pty Ltd Service Bulletin 358-94-02.

The part number changes

Previous

358-013-001
358-011-001

Replacement

358-013-001A
358-011-001A

DRAWINGS / REPORTS ETC

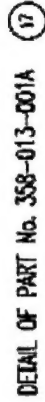
DRAWING / REPORT No.

BH/DRA

R

DESCRIPTION

Kwik float castings



DESIGN	J MOSCATO	Client	HELITECH PTY, LTD.	
DATE	15/11/94	Title	CROSS TUBE BRACKETS	
SCALE	Not to Scale	Weight	Drawing Number	REV
			358-94-02A	